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CENTRAL INTELLIGENCE AG

## INFORMATION REPORT

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COUNTRY USSR (Arctic)

REPORT

SUBJECT 1. Port of Murmansk  
2. Ports of Igarka and Dudinka

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50X1-HUM

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50X1-HUM

Port of Murmansk

2. There were several guns visible on a mountain which was located behind the mountain inland from the fire tower at Cape Set Navolok (N 69-24, E 33-30). There was a signal station on Toros Island (N 69-18, E 33-28). A large turreted gun was located on the northeast slope of Zelenyy Island (N 68-02, E 39-40). There was a large gun on Bolshoy Oleniy Island (N 69-13, E 33-29), as well as eight to ten antiaircraft guns which appeared to be Bofors guns. Only the barrel of the large gun could be seen, but the antiaircraft guns were completely in the open. There were several large guns on Yekaterininskiy Island (approximately N 69-13, E 33-27); they were situated on the highest part of the island. There were also several antiaircraft guns of the Bofors type visible on the island. On Hill No. 255 on Glinioetzkago (sic) Point, two large guns. several large guns on the elevation south of Polyarnyy (N 69-12, E 33-28). Except for the gun on Zelenyy Island, all the large guns were placed in bunkers sunken into the mountain. no indications of fortifications on the east side of the entrance
3. no radar antennas on the east side of the entrance, but there were several antennas in the area south of Polyarnyy. In addition, a cup-shaped radar screen on the elevation southeast of Hill No. 334, just south of Vayenga Bay (N 69-05, E 33-26); a grid-shaped screen on the elevation just south of Chelmpushka Bay (N 69-03, E 33-14).
4. an ice-place (sic) for trawlers inside Tyuva Bay (N 69-10, E 33-42). The ice was probably sent down to the sea on an ice-shoot.

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50X1-HUM

-2-

5. [ ] ship navigated in the Kola Inlet by black and white channel markers. 50X1-HUM  
 However, a set of red and white channel markers was also observed. [ ] 50X1-HUM  
 [ ] There were no obstructions of any 50X1-HUM  
 kind in the inlet. 50X1-HUM
6. [ ] several large buildings along the sea in Polyarnyy. [ ]  
 [ ] a large destroyer came out of the channel on the south side of Yekaterininskiy 50X1-HUM  
 Island. The channel course was marked with buoys, and a patrol boat was anchored  
 in the area.
7. There was considerable construction activity in Vayenga Bay. The hill on Alysh  
 Point (N 69-05, E 33-25) had been cut down and leveled. The leveling work was  
 well advanced. [ ] the surface had been projected over toward 50X1-HUM  
 the sea, principally in a south-southeast direction. [ ] the 50X1-HUM  
 terrain would be used for slips. On the northeast side of Alysh Point a small  
 wharf was being built, and on the northwest side there was a larger wharf under  
 construction. There were no cranes or supply sheds at these wharves. A com-  
 pletely new city with large modern houses surrounded the entire bay.
8. There was a seaplane base in Gryaznaya Bay (N 69-04, E 33-16). [ ] 50X1-HUM  
 [ ] two seaplanes land on the inlet just outside the bay and they then 50X1-HUM  
 maneuvered into the bay.
9. A large floating dock was located in Poslyakov Bay. There was also a large wharf  
 under construction on the west side of this bay.
10. There were two new drydocks lying side by side in a northwest-southeast direction  
 at Rosta (N 69-03, E 33-05). The outer of the two docks was the larger. There  
 were cranes on rails on the outer side of the docks. However, there were cranes  
 in between the docks(sic). The dock gates were visible. They appeared to be  
 the usual type; they were not sliding doors or other construction. Work was  
 going on at the docks. [ ] in the harbor, a vessel lay in the  
 outer dock. [ ] it was a 50X1-HUM  
 training ship. The ship was high-sided and it had one stack. There was still  
 room in the dock. The smaller floating dock in Rosta was empty [ ] 50X1-HUM  
 [ ] 50X1-HUM
11. A new road extended from Murmansk along the inlet out to Vayenga Bay. [ ] 50X1-HUM  
 did not observe any traffic on the road, and he did not see any continuation of  
 the road beyond Vayenga. On the slope behind Roslyakova Bay (N 69-03, E 33-12),  
 [ ] observed a steam locomotive in operation. This was the only indi- 50X1-HUM  
 cation of any rail lines [ ] in the area. 50X1-HUM

13. [ ]  
 three cruisers were anchored in Vayenga Bay. Two of the cruisers, [ ]  
 [ ] were equipped for minelaying with tracks along 50X1-HUM  
 the deck. The third cruiser was slightly different from the other two. The  
 midships superstructure of the third cruiser was built all the way out to the  
 sides of the ship, and aft of the superstructure there was a tripod mast which  
 the two other cruisers did not have. [ ] all three cruisers 50X1-HUM  
 were the same length. [ ] did not observe any names [ ] on the 50X1-HUM  
 vessels. Several destroyers also lay close to shore in Vayenga Bay. 50X1-HUM

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-3-

Yenisey River

16. [redacted] in the Yenisey River estimated [redacted] speed of the current was  $1\frac{1}{2}$  knots. There was a sandbar at Nikadrovskiy; [redacted] There was also a sandbar at Lipatnikovskiy (N 68-17, E 86-17), which the harbor-master said had a depth of 24 feet, 6 inches. [redacted]

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#### Port of Dudinka:

17. There was a large wharf in good condition with six or eight cranes at Dudinka. The city of Dudinka was located at the intersection of the Yenisey and the Dudinka Rivers. A great deal of lumber lay in the Dudinka River. There was a passage up to a factory on the north side of the river, which [redacted] assumed to be a wood pulp factory, as [redacted] boats loading balls which looked like the pulp balls at Dudinka. North of the Dudinka River there was a dock for unloading coal. 50X1-HUM 50X1-HUM
18. A small railroad extended down to a coal warehouse. On the lower side of the coal warehouse there were some mechanical cables which carried the coal down on two belts. These belts extended down the steep hill to the loading site, which was rather primitive. On loading, the boats had to shift from hatchway to hatchway. [redacted] it was good quality coal, and that it was uniform size, about as large as a head of lettuce. [redacted] the Soviets also shipped apatite out of Dudinka. There were several mineral in Dudinka which [redacted] might have been apatite. 50X1-HUM 50X1-HUM 50X1-HUM
19. There were 40 to 50 oil tanks located on an elevation a short distance north of Dudinka. It was said that the oil came from sources east of the Yenisey River, which were not very far away. [redacted] the quality of the oil would not be as good as the oil from the Black Sea. A single pipeline ran from the tanks down to the loading site. [redacted] estimated [redacted] diameter of the pipeline to be 8 to 10 feet. The oil was then loaded on large tankers which transported it upriver. It was said that the oil was carried all the way to Krasnoyarsk (N 56-02, E 92-48). 50X1-HUM 50X1-HUM 50X1-HUM
20. There was a large amount of traffic of Soviet ships at Dudinka. There were four large ships alongside the wharf; among them were two Liberty ships and a large Fredrikstad-rigged vessel. There was also a Liberty ship loading coal at the wharf. Soviet ships were often anchored out in the river waiting for a berth at the wharf.

21. There were two airfields at Dudinka. One was located on a plain between the junction of the Dudinka River and the Yenisey River. On a crag behind this airfield there were some towers, and [redacted] there was a radar apparatus in the same area. [redacted] four large two-motored planes on the airfield. They were painted olive-green. The other airfield was located on a height northeast of Dudinka. [redacted]

50X1-HUM

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#### Port of Igarka:

22. There was only one wharf at Igarka. It was built of huge log stakes which were bolted together, side by side. The wharf was open underneath, and it had a good frontage on the river. [redacted] An eating shed was located on this float. [redacted] it was a permanent wharf. One section of the wharf was separated by a movable fence which rested on large log stakes. This section was used to unload lumber from lighters. Above the wharf, there was a large pile of logs. The lumber was stacked 40 to 50 feet high.

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23. Several logging roads were located on the rise toward the right, up from the wharf. A short distance up the hill the roads ran to the left again. The roads were broad enough for two lumber carriers to drive past each other. The roads were quite steep. [redacted] 50X1-HUM
24. There was electricity on the wharf. [redacted] the current came from the sawmill's power station, which was steam-powered. The sawmill was located directly behind the wharf, and the power station was a short distance to the right of the sawmill. Wood was used for fuel in the power station.
25. [redacted] the sawmill operated at full strength throughout the winter, but that work ceased when the weather conditions became too difficult. The personnel were then released. For example, work ceased when it reached minus 40 degrees Centigrade, or when it was minus 12 degrees Centigrade and the wind was 12 meters per second. It was also said that the Soviets had 200 horses at the sawmill which went out in winter (sic). 50X1-HUM
26. A short distance below the wharf there was a small dredge. The chain supporting the shovels on the dredge was evidently broken, and all the scoops lay on the shore. Below the wharf there was another group of tanks. However, no loading site was observed in the vicinity of the tanks, and no pipelines were observed from the tanks down to the river. There was a seaplane base about midway between the tanks and the wharf. A wide slip extended from the base into the river. The seaplanes often landed on the main channel of the Yenisey River, and they then swung up the side channel to the seaplane base. The planes were two-motored aircraft and they resembled Catalinas. 50X1-HUM  
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27. On the small island just above the timber wharf there was a landing field. [redacted] planes land both from the northwest and the southeast. There was also a large collective farm on this island. From the timber wharf, [redacted] some of the houses on the farm. [redacted] 30 cows which were grazing in a field on the island. [redacted] there were more than 100 cows on the farm and that the farm workers each had one cow. [redacted] a great deal of freight was carried by lighters down the river, and that the lighters were unloaded in Igarka. It was also said that vegetables and potatoes were grown around Igarka, [redacted] large heads of cabbage, which came from the farm on the island. 50X1-HUM  
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28. [redacted] during the spring floods the water level was about 18 meters higher than the summer level. Because of the frozen earth, the snow melted very quickly. [redacted] no roads or railway ran to Igarka and that all traffic to Igarka was by river or air. 50X1-HUM  
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29. Several modern ferryboats operated on the Yenisey River. They operated as far as Dudinka. In Igarka they tied up to a small wharf below the seaplane base. [redacted] ship departed with one of these ferrys, which was called STALIN. 50X1-HUM  
The ferry was a propeller-driven ship about 200 to 250 feet in length, and it had one stack.
30. [redacted] many oil lighters on the Yenisey River. They departed from Dudinka loaded, and came downriver again empty. They were long narrow iron lighters which operated under their own power. They were several hundred feet long. Timber lighters with cut cargo also called at Igarka. It was said that they came from a sawmill 120 to 130 miles upriver, from a place where Stalin had spent his internment in Siberia.<sup>2</sup> Most of these lighters carried 600 standards, but a few of them could load 800 standards. 50X1-HUM
31. [redacted] boats drawing 14 feet could go 1400 kilometers up the river to Krasnoyarsk, which was on the Trans-Siberian Railroad. Krasnoyarsk was reported to have 300,000 inhabitants. [redacted] there was no canal system connected with the Yenisey River. 50X1-HUM  
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-5-

32. The Sovfrakht representative in Igarka was called Shelikhov (fnu). He came from Moscow. In winter, Shelikhov worked in the freighting section of Sovfrakht in Moscow, and in the summer he worked in Igarka. 50X1-HUM

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a heavily loaded Soviet Liberty ship which was anchored outside Oshmarino Point (N 71-44, E 82-58). the ship was going to go up the river, as otherwise it would have been unnecessary for it to anchor at that location. 50X1-HUM

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Comment: Stalin was arrested in 1913 at St. Petersburg and sent to Kureyka. Ust Kureyka (N 66-28, E 87-07) is located at the mouth of the Yenisey and Kureyka Rivers, and Kureyka (N 66-52, E 88-22) is farther up the Kureyka River.

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